

Initial Comment

- The planning department is only open during hours when many of us are busy at work. Due to the great interest in this project, all plans should be made available online for fair community review.

Distribution facility

- The Cisco plan was for 6 office buildings with 2 loading docks each.
- The new plan has two factory distribution facilities with 120 loading docks.
- It looks remarkably similar to the Trammell Crow Rivergate Corporate Center III project in Portland, about which real estate agent brochure say “the project is purposely designed for large-scale industrial distribution,” and “ideally situated and designed for import-export and distributors.”
- Given the daytime traffic on Route 880, the middle of the night would surely be the best time to truck freight between San Jose and the port of Oakland.

Noise

- The EIR noise study for the Cisco plan shows a Grand Avenue daytime noise of 66 dBA and 45 dBA at night. According to US Dept of Transportation, typical noise for heavy trucks is about 70 dBA at 400 feet, with smoke stack noise emitted at 12 to 15 feet.
- The EIR noise study did not consider trucks and indicated that another acoustical analysis should be conducted in case of trucks.
- The area that Mr Schoennaur has referred to as a berm is shown in the plans as an area for stormwater treatment. With a berm there it might create a stormwater run-off problem.
- In fact, according to the plans, there are parking spaces all the way up to the edge of the property on half of the side facing Grand Blvd. That is where trucks would necessarily drive in order to reach the loading docks. That leaves no truck noise abatement whatsoever in the new plans.
- The only way to have space for noise abatement on the Grand Blvd side would be if the building were smaller or didn't have trucking.

Land Use

- The EIR has strict construction requirements, particularly pertaining to dust, and calls for a construction management plan and a construction liaison. Dirt trucking should be halted until that is provided to us.

Biological resources

- The EIR calls for the creation of at least 12 artificial nests for burrowing owls in the preservation area across Disk Drive. That is not in the new plans.
- The plan sets aside a strip of land across Disk Drive for burrowing owl habitat, but truck headlights will sweep that land as trucks turn on to Disk Drive at night, making it an unfriendly place for owls to live.

Building materials

- The site is located closely to a bird sanctuary. The buildings in the new plan have large glass windows. Large glass windows are known to be dangerous to birds. The Cisco plan had windows with mullions.

- The buildings in the current plan have large flat exterior surfaces. Large flat exterior surfaces are particularly good at reflecting sound. Brick facades like the walls of the historic canneries and warehouses of Alviso would be better at dispersing sound and also fit better with the style of Alviso.
- It would be most environmental to truck in dirt from the nearest source. The nearest source is the Zanker Materials Recovery Facility. Patronizing this local business would be beneficial to the Alviso community, align with the Green Vision goals of San Jose, and take a lot of dirt truck traffic off of the freeways.

Transportation

- The EIR calls for:
 - o 10 bicycle racks for every 2 buildings
 - o 2% of parking spaces are to be reserved for carpool parking
 - o Showers in each building
 - o Multiple on-site food service locations, ATMs, physical fitness facilities, dry cleaners, and convenience shops
- None of those are in the new plans

Air quality

- The EIR calls for on-site child care, but exempted Cisco because Cisco provided child care at another location. Since the new development is not part of Cisco, on-site child care facilities are again required.

Inconsistencies with the EIR

- The EIR clearly states that it only analyzes the uses anticipated by Cisco and that uses with more manufacturing or noisier equipment would require additional environmental review.
- The EIR states a project objective as “to develop the site at the average floor area ratio of the Golden Triangle.” The floor area ratio of North San Jose is about 0.35. The proposal approved for Cisco was .35. The new plan has a floor area ratio of .53. That’s 53% too high.
- The EIR states that the project must be consistent with the Alviso Master Plan requirement that any activity that potentially generates noise or other nuisance be located as far from homes as possible.
- The EIR also states that the project must be consistent with the building design development standards of the Alviso Master Plan in regards such as the orientation of loading docks.

Alternatives

- The EIR included several alternative proposals. The Reduced Site alternative was declined solely because it would not meet the anticipated growth of Cisco Systems. Since the site is now to be used by different companies the Reduced Site alternative should be reconsidered.

New EIR

- Based on substantial changes between the new plan and the approved Cisco plan, particularly regarding the large factory distribution buildings, a new EIR is necessary with new studies, additional mitigations, consideration of other new nearby developments, and compliance with intervening changes in air and water quality laws.
- A plan substantially similar to the approved Cisco plan would not require a new EIR.

Miscellaneous comments

- Since Alviso has particularly few roads out of town, the new EIR should consider the effect of additional traffic on emergency evacuation routes.
- A study of the effect on local property values should be conducted for both the new development plan and the original Cisco plan.
- A rendering of the new planned development as seen from Grand Blvd at street level should be presented to the public.
- Restrictions on truck traffic at night should be mandated.
- The complete set of the new plans should be scanned and made available to the public online.

Conclusion

Cisco added a short clause about light manufacturing probably so that they could assemble servers within their office buildings. Trammel Crow has stretched that clause to the limit in proposing a building nominally fully dedicated to manufacturing. In fact, they have stretched beyond the limit in proposing a thinly veiled trucking and distribution facility. If you approve this plan without major changes then shame on you for allowing a developer to maximize profits at the expense of our quality of life.



